

Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UWSS

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until 31 DEC 09 IAP 2 NDB rwy 30 suspended.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-2A) Until 31 DEC 09 crossing for STAR PETUR 4A at SOKUR changed to: Between FL167 & FL79.

General Info

Saratov, RUS
N 51° 33.9' E 46° 02.8' Mag Var: 8.6°E
Elevation: 499'

Public, IFR, Control Tower, Customs
Fuel: Jet, Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 12-30 7283' x 138' asphalt

Runway 12 (116.0°M) TDZE 440'
Lights: Edge, ALS
Runway 30 (296.0°M) TDZE 499'
Lights: Edge, ALS

Communications Info

ATIS **135.1**
Saratov Tower **128.1**
Saratov Ground Control **119.0**
Saratov Radar **120.4**
Saratov Transit Operations **131.8**

Notebook Info

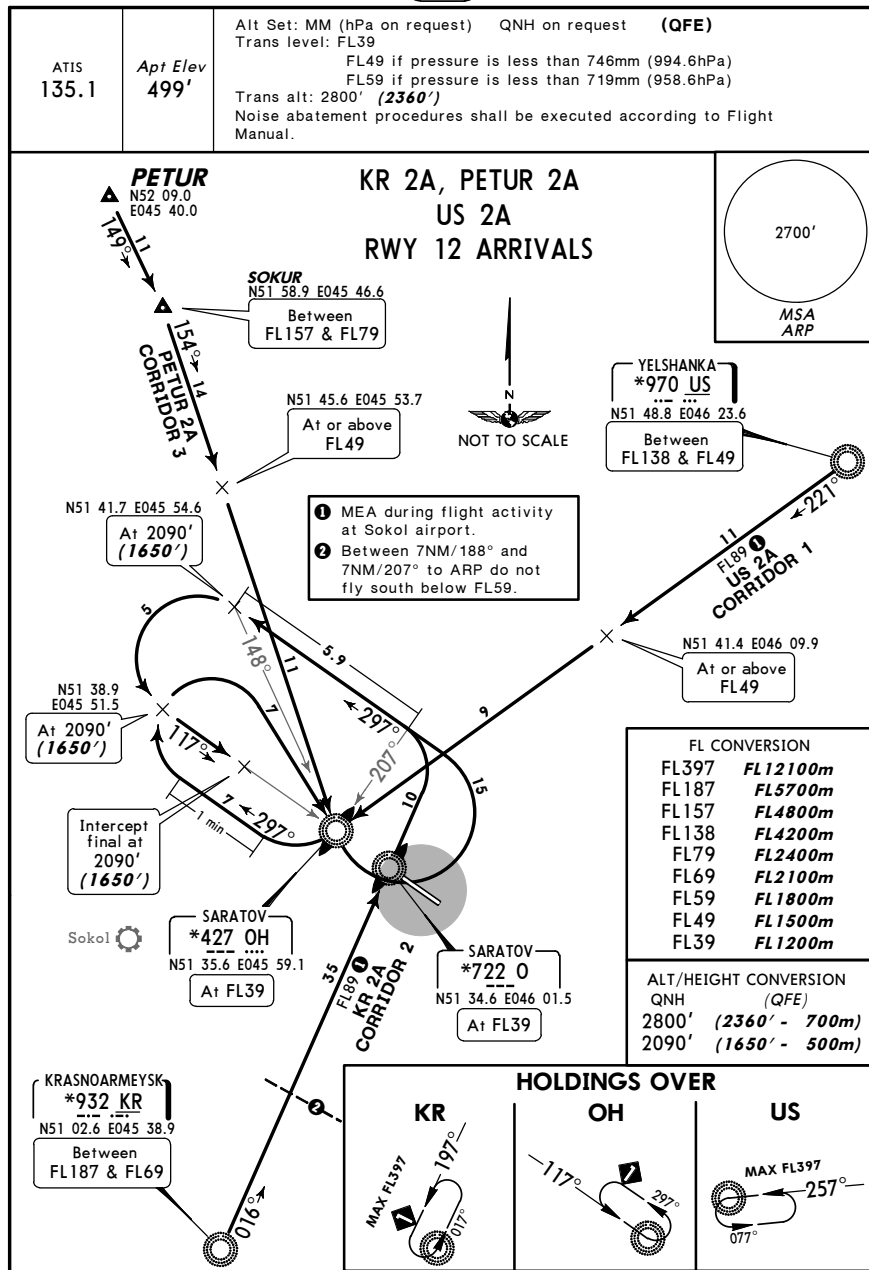
UWSS/RTW
TSENTRALNY

JEPPESEN

SARATOV, RUSSIA

2 MAR 07 10-2 Eff 15 Mar

STAR



| STAR | ROUTING |
|----------|--|
| KR 2A | 016° bearing to O, turn LEFT, 297° track, at N51 41.7 E045 54.6 (148° bearing to OH) turn LEFT, intercept 117° bearing towards OH to intercept final. |
| PETUR 2A | 154° bearing to OH, turn LEFT, 297° track, at N51 41.7 E045 54.6 (148° bearing to OH) turn LEFT, intercept 117° bearing towards OH to intercept final. |
| US 2A | 221° bearing to OH, turn RIGHT, 297° track for 1 min, turn RIGHT to OH, turn LEFT, 297° track, at N51 41.7 E045 54.6 (148° bearing to OH) turn LEFT, intercept 117° bearing towards OH to intercept final. |

CHANGES: STARs revised; Trans level; MSA.

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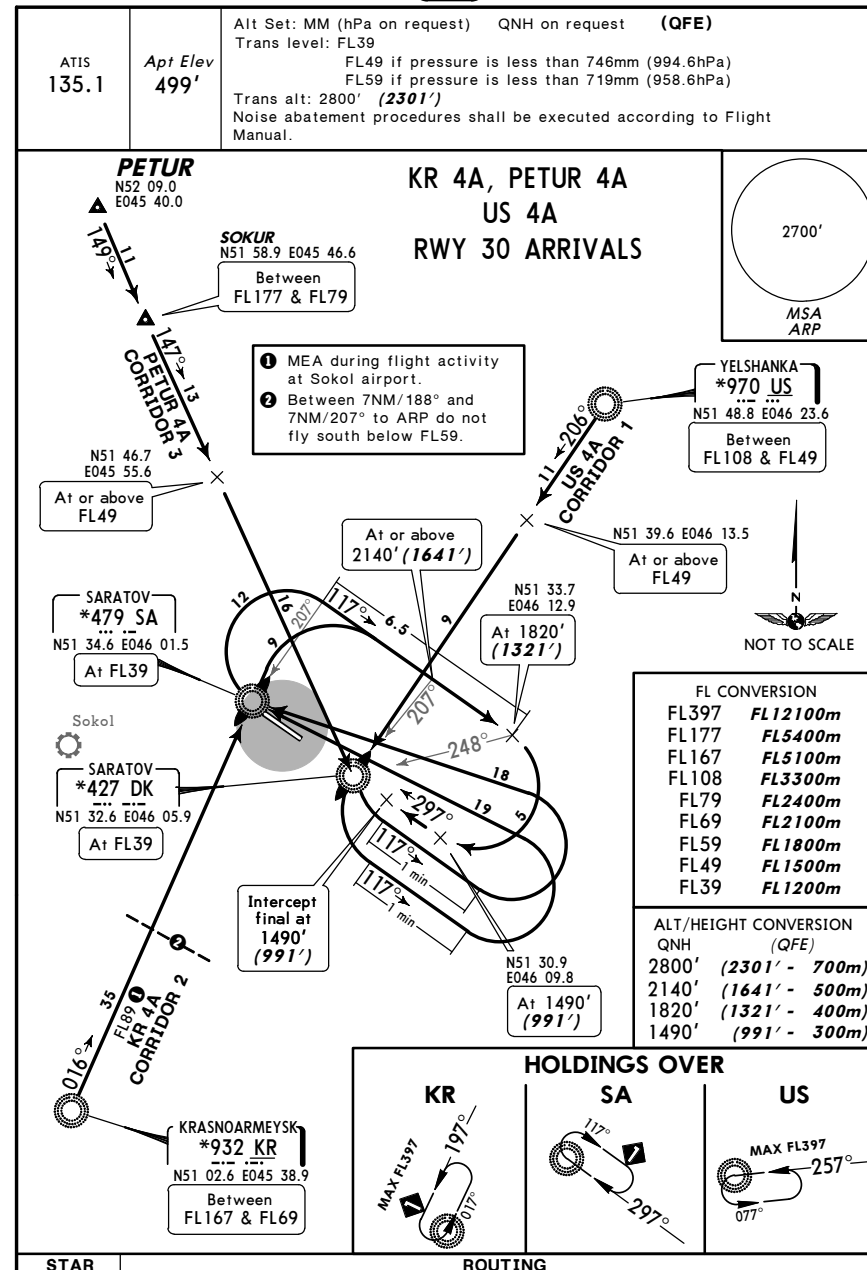
UWSS/RTW
TSENTRALNY

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SARATOV, RUSSIA

2 MAR 07 10-2A Eff 15 Mar

STAR



| STAR | ROUTING |
|----------|--|
| KR 4A | 016° bearing to SA, turn RIGHT, 117° track, at N51 33.7 E046 12.9 (248° bearing to DK) turn RIGHT, intercept 297° bearing towards DK to intercept final. |
| PETUR 4A | 147° bearing to DK, turn LEFT, 117° track for 1 min, turn LEFT to SA, turn RIGHT, 117° track, at N51 33.7 E046 12.9 (248° bearing to DK) turn RIGHT, intercept 297° bearing towards DK to intercept final. |
| US 4A | 206° bearing to DK, turn LEFT, 117° track for 1 min, turn LEFT to SA, turn RIGHT, 117° track, at N51 33.7 E046 12.9 (248° bearing to DK) turn RIGHT, intercept 297° bearing towards DK to intercept final. |

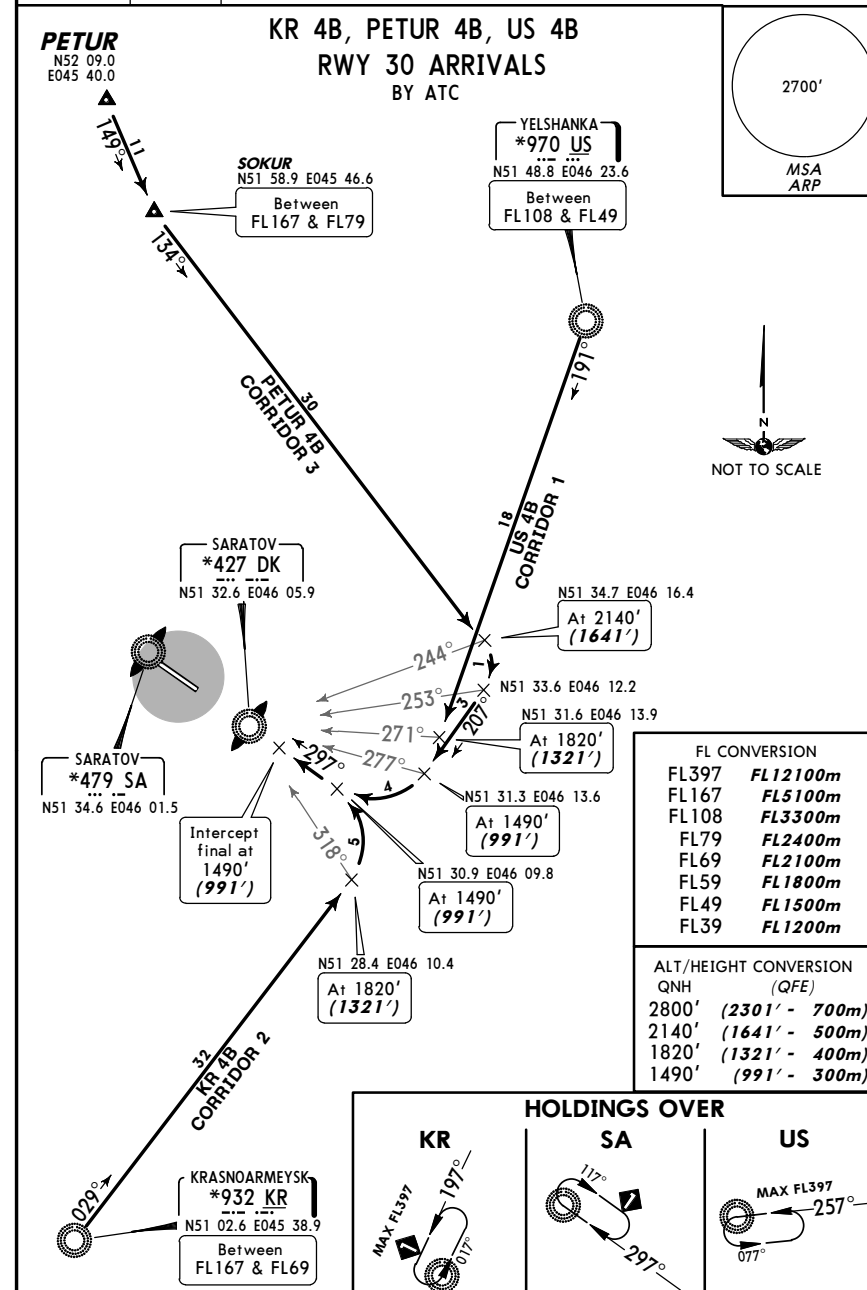
CHANGES: STARs revised; Trans level; MSA.

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STAR

STAI

| | | |
|-----------------------|--|---|
| <p>ATIS 135.1</p> | <p><i>Apt Elev</i> 499'</p> | <p>Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 FL49 if pressure is less than 746mm (994.6hPa) FL59 if pressure is less than 719mm (958.6hPa) Trans alt: 2800' (2301') Noise abatement procedures shall be executed according to Flight Manual.</p> |
|-----------------------|--|---|



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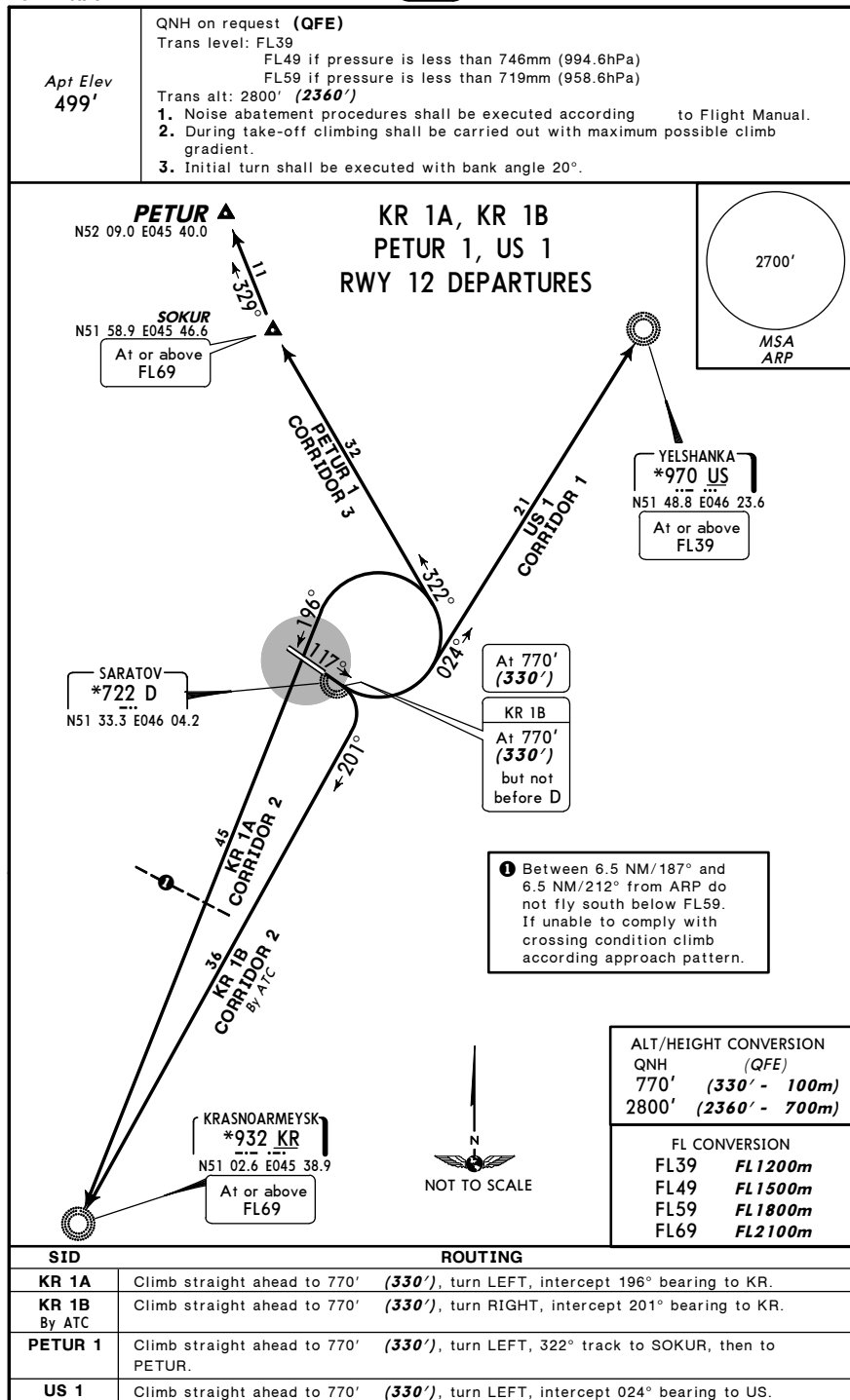
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SARATOV, RUSSIA

2 MAR 07 (10-3)

Eff 15 Mar

SID



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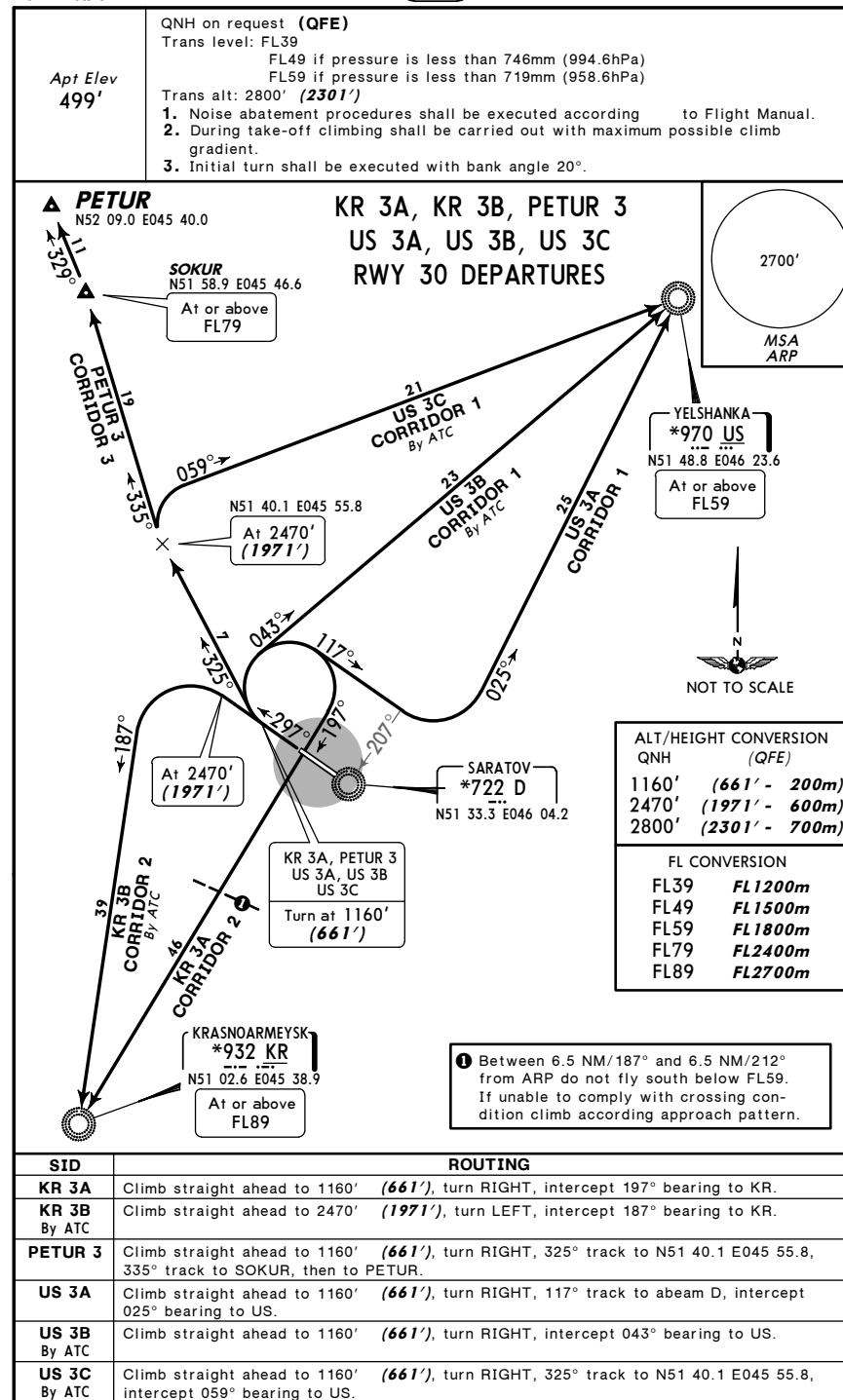
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SARATOV, RUSSIA

2 MAR 07 (10-3A)

Eff 15 Mar

SID



UWSS/RTW

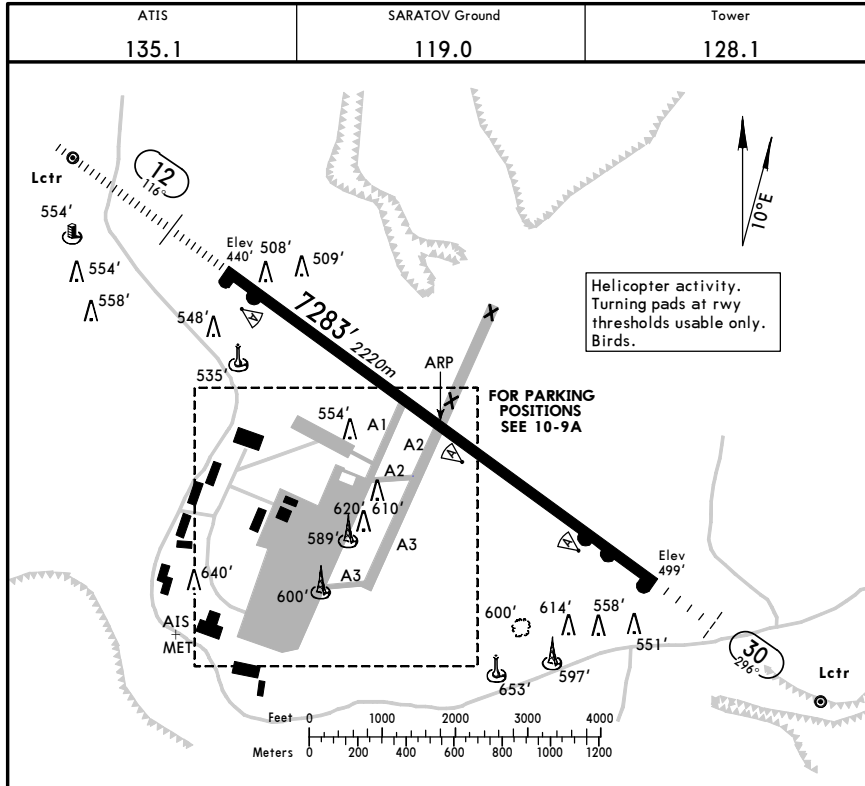
Apt Elev **499'**
N51 33.9 E046 02.8

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12 SEP 08 **(10-9)** Eff 25 Sep

SARATOV, RUSSIA

TSENTRALNY



ADDITIONAL RUNWAY INFORMATION

| RWY | | | | | USABLE LENGTHS | | TAKE-OFF | WIDTH |
|-----|------------|------|----------------------|-----|----------------|-------------|---------------|-------|
| | | | | | LANDING BEYOND | | | |
| | | | | | Threshold | Glide Slope | | |
| 12 | HIRL (60m) | HALS | PAPI-L (angle 3.00°) | RVR | | 6675' 2035m | 6890' 2100m ① | 138' |
| 30 | HIRL (60m) | ALS | PAPI-L (angle 2.83°) | RVR | | 5946' 1812m | | 42m |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

① First 394'/120m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

| | LVP must be in force RCLM (DAY only) or RL | RCLM (DAY only) or RL |
|---|--|--------------------------|
| A | | |
| B | 250m | 400m |
| C | | |
| D | 300m | |

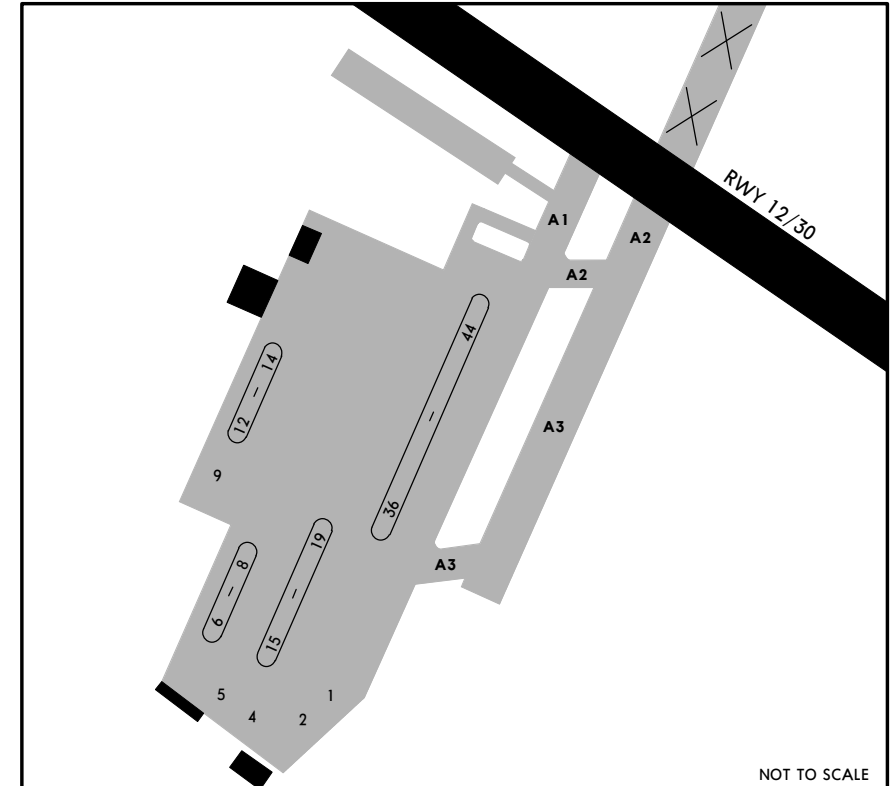
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12 SEP 08 **(10-9A)** Eff 25 Sep

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When visibility is less than 400m, acft shall be escorted by "follow me" vehicle while taxiing. Taxiing via twys A1, A2 and A3 strictly along the centerline at reduced power. Stands 1, 2, 8 and 41 thru 43 available for helicopters. Portion of twy A3 in North/South alignment is available for helicopters providing that portion of twy A3 in East/West alignment is closed. Stands 4 thru 7, 9, 12 and 13 available only by towing.

NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed according to Aeroplane Flight Manual. While executing noise abatement procedures following measures are obligatory:

- during take-off from rwy 12/30 climbing shall be carried out with maximum possible climb gradient.
- after take-off from rwy 30 for proceeding to Krasnoarmeysk NDB, the height of the initial turn shall be 1970'/600m.
- parking of AN-24 acft on to stands 4-7, at engines start-up and shutdown position for AN-24 acft shall be carried out by towing.
- the engines run up on running bay shall not be carried out at night.

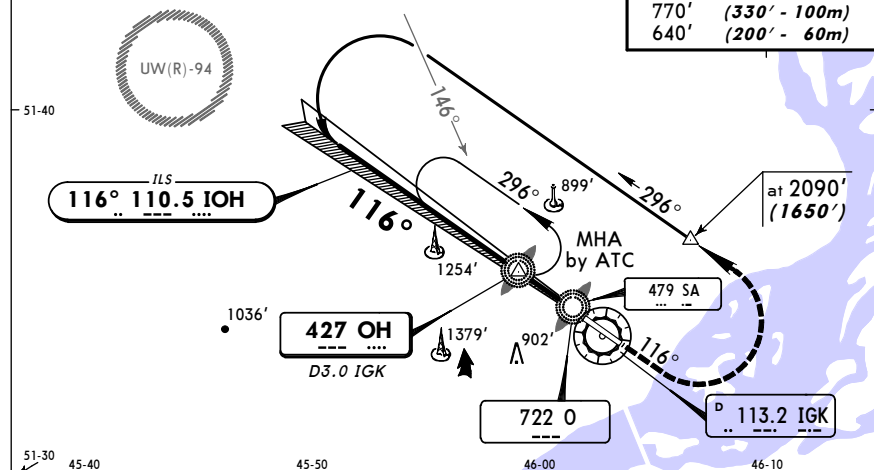
JEPPESSEN
31 JUL 09 (11-1)

SARATOV, RUSSIA
ILS or 2 NDB Rwy 12

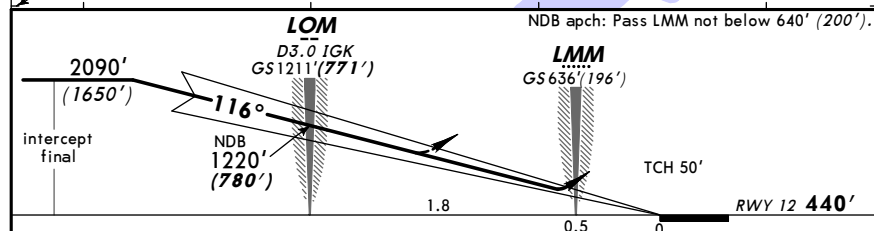
BRIEFING STRIPTM

1 FL 49 if pressure is less than 746 mm (994.6 hPa).
 FL 59 if pressure is less than 719 mm (958.6 hPa).

| ALT/HEIGHT CONVERSION | |
|-----------------------|----------------|
| QNH | (QFE) |
| 2800' | (2360' - 700m) |
| 2090' | (1650' - 500m) |
| 1220' | (780' - 235m) |
| 770' | (330' - 100m) |
| 640' | (200' - 60m) |



NDB apch: Pass LMM not below 640' (200').



| | | | | | | | | | | | | |
|---------------------------|-----|-----|-----|-----|-----|-----|---|----------------|----|------|------|------------------|
| <i>Gnd speed-Kts</i> | 70 | 90 | 100 | 120 | 140 | 160 | <div><div>HIALS</div><div>PAPI</div><div><div></div><div></div><div></div><div></div></div></div> | 770' (330') | on | 116° | 296° | 2090' (1650') |
| <i>ILS GS 3.00° or</i> | 377 | 484 | 538 | 646 | 753 | 861 | | ↑ | | | | ↑ |
| <i>NDB Desc Grad 5.2%</i> | | | | | | | | | | | | |

| | | | | | | |
|----------------------------|----------------------|--------------|-------------------|-------------------|-------|--|
| STRAIGHT-IN LANDING RWY 12 | | | | | | |
| ILS | | LOC (GS out) | | NDB | | |
| DA(H) 640'(200') | | | | MDA(H) 850'(410') | | |
| FULL | | ALS out | | | | |
| A | RVR 720m VIS 800m | 1200m | NOT AUTHORIZED | 1300m | 2100m | |
| B | | | | | | |
| C | | | | | | |
| D | | | | 1700m | | |

PANS OPS

CHANGES: LOM definition.

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31 JUL 09 (11-2)

SARATOV, RUSSIA
ILS or NDB Rwy 30

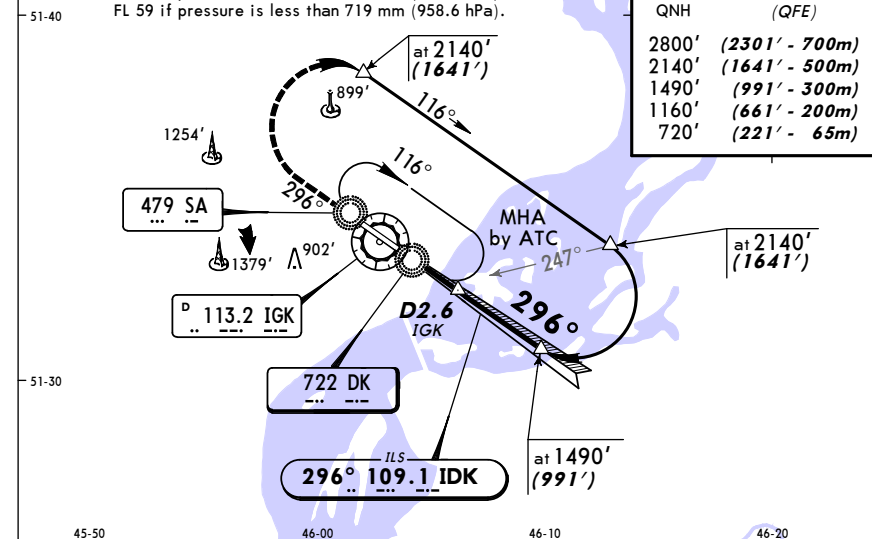
© 2000 GEORGE LOUIS BROS.

MISSED APCH: Climb on 296° to 1160' (661'), then turn RIGHT onto 116° climbing to 2140' (1641'), then according to chart.

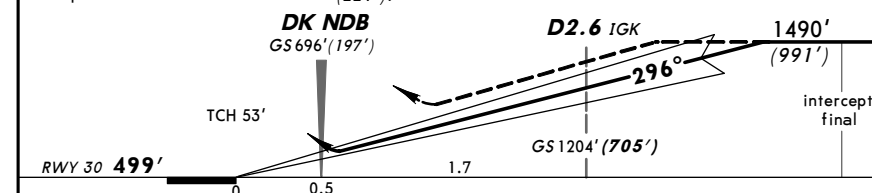
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 **1** Trans alt: 2800' (**2301'**)
 WARNING: 1. Ground Proximity Warning System is subject to brief functioning in vicinity of DK NDB.
 ACFT crews should strictly maintain glide path and vertical speed.
 2. Heavy turbulence with downdrafts may be expected on final.

① FL 49 if pressure is less than 746 mm (994.6 hPa).
FL 59 if pressure is less than 719 mm (958.6 hPa).

| ALT/HEIGHT CONVERSION | |
|-----------------------|----------------|
| QNH | (QFE) |
| 2800' | (2301' - 700m) |
| 2140' | (1641' - 500m) |
| 1490' | (991' - 300m) |
| 1160' | (661' - 200m) |
| 720' | (221' - 65m) |



NDB apch: Pass DK NDB not below 720' (221').



| | | | | | | | | | | | | |
|----------------------|-------|-----|-----|-----|-----|-----|--------------------|----------------------|------|------------|-----------------------|--|
| <i>Gnd speed-Kts</i> | 70 | 90 | 100 | 120 | 140 | 160 | ALS PAPI --- | 1160' (661') ↑ | 296° | 116° RT | 2140' (1641') ↑ | |
| <i>ILS GS</i> | 2.83° | 356 | 457 | 508 | 610 | 711 | | 813 | | | | |
| <i>NDB Desc Grad</i> | 5.8% | 411 | 529 | 587 | 705 | 822 | | 940 | | | | |

| | | | | | |
|---|-------|----------------------------|------------------------|--------------------------|--|
| | | STRAIGHT-IN LANDING RWY 30 | | | |
| ILS DA(H) ABC: 699'(200') D: 702'(203') | | LOC (GS out) | | NDB MDA(H) 900'(401') | |
| FULL | | ALS out | | ALS out | |
| A | 1200m | NOT AUTHORIZED | RVR 1500m VIS 1600m | | |
| B | | | | | |
| C | | | | | |
| D | | | RVR 1800m VIS 2000m | | |

PANS OPS

CHANGES: Procedure.

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